



2021-2026

Adopted August 18, 2021

Transit Development Plan

303 Second Avenue S.
Suite A
Okanogan, WA 98840

Contents

Plan Adoption, Public Hearing, And Distribution	3
Description Of Service Area, Operations And Facilities*	4
Table 1 – Routes.....	4
Figure 1 - Schematic Route Map	5
State And Agency Goals, Objectives, And Strategies	6
Mission Statement	7
Policy Goals	7
Table 2.....	8
Local performance measures and targets	9
Table3 2021-2026 Performance measurements and targets	10
Plan Consistency (Voluntary Element for TranGO).....	11
Planned Capital Expenses	12
Table4 2021-2026 Summary of planned capital expenses	12
Planned Operating Changes.....	12
Table5 Summary of planned operating changes.....	12
Multiyear Financial Plan.....	13
Capital Improvement Program	13
Table6 2021-2026 Capital Improvement Program	14
Operating Financial Plan	14
Table7 Operating and Maintenance Financial Plan	15
Cash Flow Analysis	16
Table8 -Consolidated Statements of Cash Flows	16
Appendix 1 - Route Maps.....	18
Appendix 2 – Efficiency Measures	2

Plan Adoption, Public Hearing, And Distribution

Plan adoption

The Okanogan County Transit Authority Board of Directors adopted the 2021-2026 Transit Development on August 18, 2021.

Public participation process

Public comment period: August 18, 2021

Comments submitted to: clerk@okanogantransit.com

Public hearing: Okanogan County Transit Authority held a public hearing on the Transit Development Plan on August 18, 2021 at 8:30-10:00 a.m., during an OCTA Regular Board Meeting. Due to the COVID-19 pandemic, the hearing was held virtually using GoToMeeting.

Notice posted to website: Okanogan County Transit Authority posted a notice of the hearing on the Transit Development Plan to its website at <http://www.okanogantransit.com> on August 13, 2021.

Requests for paper or digital copies: Okanogan County Transit Authority allowed the public to request a paper or digital copy of the Transit Development Plan on and after August 13, 2021 by emailing clerk@okanogantransit.com or calling (509) 557-6177.

Available to the public for review: Okanogan County Transit Authority allowed the public to request the Transit Development Plan by mail, due to COVID-19.

Plan distribution

On August 25, 2021 Okanogan County Transit Authority distributed the adopted Transportation Development Plan to:

- PTDDPlans@wsdot.wa.gov
- The agency's assigned WSDOT Community Liaison.
- The Transportation Improvement Board via:
 - Vaughn Nelson, Finance Manager at vaughnn@tib.wa.gov.
 - Chris Workman, Engineering Manager at chrisw@tib.wa.gov.
- All cities, counties and regional transportation planning organizations within which TranGO operates.

Description Of Service Area, Operations and Facilities*

*This section is optional for TranGO

Service Area

Okanogan County Transit Authority conducts business as TranGO (Transit for Greater Okanogan). TranGO provides service within Okanogan County. The current service primarily serves the population centers along the Methow River Valley and the Okanogan River Valley. The towns and cities include Winthrop, Twisp, Methow, Malott, Carlton, Pateros, Brewster, Okanogan, Omak, Riverside, the community of Crumbacher, Tonasket and Oroville.

Operations

TranGO directly operates fixed route service, and deviates the route for ADA eligible passengers. The agency also operates a vanpool program. TranGO contracts with Okanogan County Transportation and Nutrition to provide two fixed routes within the system and to supplement ADA paratransit within the most populated route (Omak-Okanogan). TranGO's schematic route map (Figure 1, p. 5) shows where its fixed routes operate. Detailed system maps are included in Appendix 1.

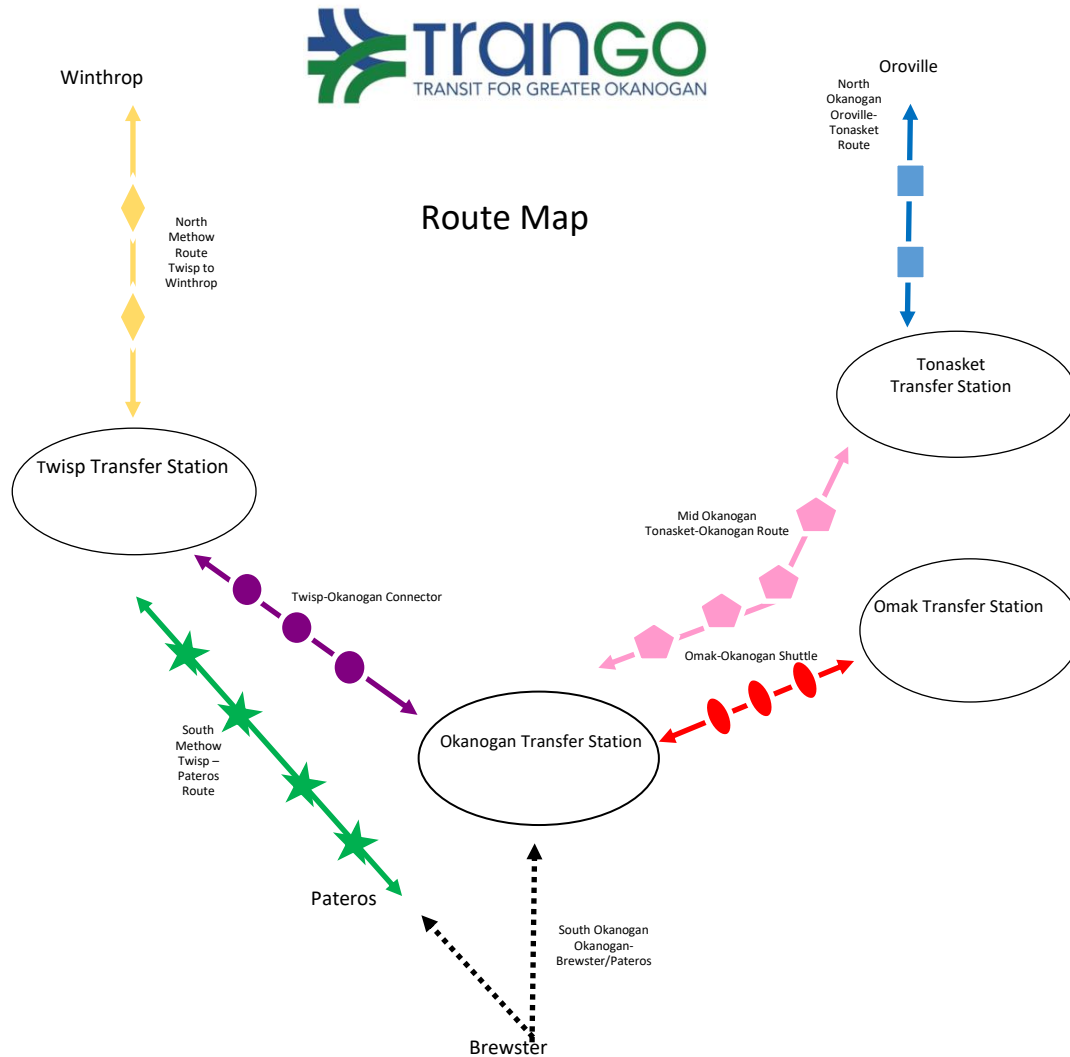
TranGO directly operates five fixed routes, and contracts another two fixed routes, providing service Monday-Saturday. The system is built on "pulse points" in Twisp, Okanogan and Tonasket. Transfers at these locations create an opportunity to travel from one side of the county to the other, four times per day. Service hours very slightly to ensure that a passenger from Oroville Winthrop (at the farthest points from Okanogan) can return within a day.

Table 1 – Routes

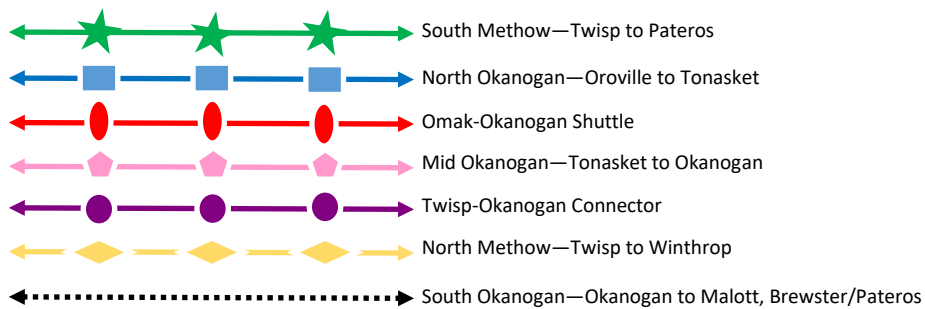
Route	Hours of Operation	Headway
Twisp-Winthrop (North Methow)	8am-6pm	1 hour
Twisp-Pateros (South Methow)	8am-5pm	2 hours
Twisp-Okanogan (Connector)	8am-5pm	2 hours
Omak-Okanogan (Shuttle)	7am-7pm Weekdays 8am-6pm Saturdays	30 min mid-day/1 hour 1-hour week-ends
Okanogan-Tonasket (Mid Okanogan)	8am-5pm	2 hours
Tonasket-Oroville (North Okanogan)	7am-6pm	2 hours

Figure 1 - Schematic Route Map

Detailed route maps can be found in Appendix 1.



Route Key



ADA accessible services are available at the same times as the agency's fixed route services.

Vanpool services operate independently, Monday-Friday, generally 5:00 a.m. – 6:00 p.m. The current vanpools are utilized by Federal employees, receiving subsidies to rideshare.

Fares for fixed route and paratransit are one dollar per boarding. The service routes each represent a "zone" for the purpose of determining fares. Punch passes are available in a variety of denominations including \$3, \$5, \$10, and \$20. Monthly passes are sold for \$30 and can be used for unlimited trips within one zone during a calendar month. Multi-zone passes are available for passengers travelling within more than one zone on a regular basis. A two-zone monthly pass can be purchased for \$60/month. Fares were suspended at the end of March 2020, due to COVID-19. Fares have not been reinstated as of the date of approval of this plan.

Facilities

TranGO leases one facility for operations and administration at 303 Second Ave S, Okanogan, WA. In addition, TranGO leases two parking facilities. The primary secured lot at the corner of First and Rose Street in Okanogan, and another on Wagner Street in Twisp. The City of Tonasket allows TranGO to use their secure parking for up to two vehicles.

Intermodal Connections

TranGO transports passengers to the Apple Line (intercity bus line) pick-up locations in Omak, Okanogan, and Pateros. The Apple Line provides a single round trip daily between Omak and Wenatchee. The morning service departs Omak at 6:00am, which is before TranGO service is operating. The Confederated Tribes of the Colville Reservation provide financial assistance to a fixed route operated by Okanogan County Transportation and Nutrition. The route provides two round trips Monday, Tuesday, Thursday and Friday and three round trips on Wednesdays, connecting Omak to Nespelem, and Coulee Dam. At Coulee Dam, passengers can transfer to a route operated by People for People connecting to Davenport, WA. In Davenport, passengers can transfer to a bus operated by Special Mobility Services to travel to Spokane. Reservations are required beyond Coulee Dam for each additional provider in order to make the connections.

State And Agency Goals, Objectives, And Strategies

The State's six policy goals are:

- *Economic Vitality*. To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy
- *Preservation*. To maintain, preserve, and extend the life and utility of prior investments

in transportation systems and services

- *Safety*. To provide for and improve the safety and security of transportation customers and the transportation system
- *Mobility*. To improve the predictable movement of goods and people throughout Washington State
- *Environment*. To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment
- *Stewardship*. To continuously improve the quality, effectiveness, and efficiency of the transportation system

Mission Statement

The mission of TranGO is to provide safe, reliable and cost-effective public transportation services that promote citizen access to work, recreation, commerce and public services.

Policy Goals

Four broad policy goals guided initial implementation of the TranGO mission statement by guiding the development of the comprehensive plan, the overall management of the authority, and the operation of its services. Each policy goal is supported by objectives and implementation strategies that are detailed below in Table 2.

Over the past five years, TranGO has increased ridership each year by over 10,000 trips. In January and February of 2020, ridership had increased enough that larger buses or additional tripper service was contemplated to address peak service needs. COVID-19 interrupted that growth, and created uncertainty for policy makers, staff, and riders. Between April 2020 and May 2021, TranGO operated Monday through Friday on the regular schedule, but required reservations to ensure space for social distancing. TranGO resumed six-day service on May 17, 2021, without any reservations required. Social distancing of three-feet was still required to comply with the State's social distancing public transit capacity limits.

The Board is discussing strategic planning to address the community needs and determine if current service should be modified. A community survey was conducted between March and May 2021. Information from the survey will inform the Board of community needs as strategic planning occurs. The goals, objectives and strategies are expected to change significantly in the 2022-2027 Transit Development Plan.

Moving forward passenger perception of safety riding public transit is critical to recovering ridership to pre-COVID numbers. The goals, objectives and strategies reflect an acknowledgement that passenger safety is critical to growing transit service levels and continuing to build ridership and confidence in the system.

Table 2

2021-2026 Goals, objectives, and strategies, and alignment with state goals

Goals, objectives and strategies	State goal areas					
	<i>Economic</i>	<i>Preservation</i>	<i>Safety</i>	<i>Mobility</i>	<i>Environment</i>	<i>Stewardship</i>
Goal 1: Begin Strategic Planning to guide TranGO through the next 5-10 years of development						
Objective 1.1: Gather relevant data and input	x	x	x	x	x	x
<i>Strategy 1.1.1:</i> Present survey data						
<i>Strategy 1.1.2:</i> Determine if additional data is required						
Objective 1.2: Determine Board Development Goals/Needs for TranGO engagement and organization		x	x	x	x	x
<i>Strategy 1.2.1:</i> Board survey/assessment of goals/needs/desired outcomes						
<i>Strategy 1.2.2:</i> Determine desired Board structure, committees, functions						
<i>Strategy 1.2.3:</i> Develop tools for Board orientation and committee assignments for consistency of governance.						
Objective 1.3: Determine Staff Development Goals/Needs for TranGO engagement and organization	x	x	x	x	x	x
<i>Strategy 1.3.1:</i> Staff survey/assessment of goals/needs/desired outcomes						
<i>Strategy 1.3.2:</i> Define additional staff capacity needed to grow TranGO						
Goal 2: Operate safe, clean, accessible, customer-oriented and cost-effective public transportation services.						
Objective 2.1: Increase customer engagement and communications		x	x	x	x	x
<i>Strategy 2.1.1:</i> Update website with customer communication options						
<i>Strategy 2.1.2:</i> Develop social media to alert customers of changes in service, especially during emergencies.						
Objective 2.2: Improve disease prevention activities to ensure safety for ridership and customers		x	x	x	x	x
<i>Strategy 2.2.1:</i> Implement disinfecting strategies, coordinating with Public Health Officials to prevent communicable disease						
<i>Strategy 2.2.2:</i> Communicate the strategies in 1.2.1 to customers to build confidence in a healthy environment.						
<i>Strategy 2.2.3:</i> Continue to work with towns and cities to accomplish installation of signs and passenger shelters.						

Objective 2.3: Outreach to senior and disabled communities to increase ridership on fixed route services and increase knowledge of paratransit eligibility.	x	x	x	x	x	x
<i>Strategy 2.3.1:</i> Coordinate with social service, low income housing, healthcare, senior meals, etc. to ensure transit dependent populations know how to access service.						
<i>Strategy 2.3.2:</i> Review options for remote access to meetings and travel training for customers.						
Goal 3: Provide mobility and access to critical services, employment and commerce.						
Objective 3.1: Review routes to evaluate access to critical services, employment and commerce.	x	x		x	x	
<i>Strategy 3.1.1:</i> Maintain focus on core services						
<i>Strategy 3.1.2:</i> Conduct on-board survey to determine locations desired by current passengers. Use survey results (2020) to identify missing locations and underserved populations.						

Goals, objectives and strategies	State goal areas					
	<i>Economic</i>	<i>Preservation</i>	<i>Safety</i>	<i>Mobility</i>	<i>Environment</i>	<i>Stewardship</i>
Goal 4: Enhance the character and economic vitality of communities						
Objective 4.1: Participate with local governments and businesses to support return of business.	x	x		x		
<i>Strategy 4.1.1:</i> Continue to work on full installation of signs and shelters.						
Goal 5: Support local, regional and state policies for transportation system development, community and economic development, and environmental stewardship.						
Objective 5.1: Participate in discussions, webinars, meetings with transits and transportation organizations to discover best practices for re-building ridership.	x	x	x	x	x	x
<i>Strategy 5.1.1:</i> Participate with WSDOT, CTANW, CTAA, NRTAP, FTA, APTA in gathering best practice information to re-establish trust in transit.						

Local performance measures and targets

TranGO uses the following performance measures to evaluate progress toward the strategic goals and objectives noted above:

Table3 2021-2026 Performance measurements and targets

Performance measure	Target
Develop a draft strategic plan by July 30, 2022, guiding growth and development through next 5-6 years.	Board and staff develop scope of work, schedule and hold first sessions by October 15, 2021.
Increase customer engagement and communications	100 passengers enrolled to receive social media or website information by 2024.
Continue to work with towns and cities to accomplish installation of signs and passenger shelters.	Install shelters at the top 25% most active stops and signs at 75% of non-highway fixed stops by 2025.
Improve disease prevention activities to ensure safety for ridership and customers	Engage with LNI to develop comprehensive safety plan with all-hazards components.
Collisions	Collisions per 100,000 revenue miles less than or equal to 3.7.
Outreach to senior and disabled communities to increase ridership on fixed route services and increase knowledge of paratransit eligibility.	Increased senior ridership on fixed route system
Transit Productivity	Ridership on all fixed routes meet minimum 4 passengers per revenue vehicle hour.
Vehicle State of Good Repair	Maintain 90% of the rolling stock within a state of good repair.
Review routes to evaluate access to critical services, employment and commerce.	Map routes, and critical services to determine gaps in service by 2022.
Participate in update of Coordinated Public Transit/Human Services Transportation Plan and Outreach	Coordinate outreach events for CPTHSTP with consultant engaged by OCOG to gather public input on needs.

Participate in discussions, webinars, meetings with transits and transportation organizations to discover best practices for re-building ridership.	Engage, at least quarterly with other transits and community providers to address COVID recovery topics through 2022.
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Plan Consistency (Voluntary Element for TranGO)

TranGO is a voting member on the Okanogan County Council of Governments/Okanogan Regional Transportation Planning Organization. In this capacity, TranGO participates in policy and programming decisions for transportation projects and services.

TranGO coordinates with other member agencies to prepare and regularly update the regional transportation plan. This coordination promotes integration between land use, public transit, and other transportation modes.

In addition, TranGO's services are consistent with the priorities and policies set in the 2040 Regional Plan, including;

Regional Priorities

- Stretch our preservation and maintenance dollars further
- Be better prepared for catastrophic events
- Support our local economies and regional economic growth
- Better integrate transit's needs on our streets and highways
- Look out for the most vulnerable in our communities

Regional Goals and Policies

Safety

- 1.1 Build safety into infrastructure design
- 1.2 Promote safety for all modes of travel
- 1.3 Prepare for emergencies
- 1.4 Ensure the safety of those who operate and maintain the transportation system

Preservation

- 2.1 Make system preservation for roads, bridges, and transit a funding priority

Mobility

- 3.4 Support tourism by making travel safe, easy to navigate, and predictable for visitors as well as those who live and work here
- 3.5 Enhance mobility for those who don't drive

Economic Vitality

- 4.1 Promote strategic partnerships
- 4.2 Support local and regional economies

Stewardship

- 6.1 Make transportation decisions and investments that best support community needs

Planned Capital Expenses

Table 4 below outlines TranGO's planned capital expenses for 2020-2025.

Table 4 2021-2026 Summary of planned capital expenses

Year received/expensed	Type	Preservation/replacement (quantity)	Expansion/improvement (quantity)
Rolling stock			
2020	Fixed Route - light duty Cutaway buses	3*	
2021	Fixed Route - light duty Cutaway buses	6	
2022	Fixed Route - light duty Cutaway buses	4	
2022	Vanpool Vans	5	
2023	Vanpool Vans	3	
2025	Fixed Route - light duty Cutaway buses	3	
Facilities and infrastructure			
2023	Maintenance and Operations Facility		1

*The DES Contract for Cutaways was expired in 2020, so vehicles were not purchased.

Planned Operating Changes

Table 5 outlines TranGO's planned operating changes for 2021-2026.

Table 5 Summary of planned operating changes

Year	Type	Reduction	Expansion/Improvement
2021	Resumed Pre-Pandemic – 6/day service No change	-	-
2022	Revise routes based on strategic plan for implementation in 2023.	-	-
2022	Develop a facilities plan to coordinate with strategic plan (locations for stops, shelters, park-	-	-

	n-ride lots, transit hubs/stations)		
2023	Implement any new bus stop locations identified in 2022.	-	x
2024	Review service for 2023 and determine any changes that should be made.	-	-
2025	No Change		
2026	No Change		

Multiyear Financial Plan

Capital Improvement Program

TranGO's capital improvement program includes the capital expenses identified in Table 4 above.

TranGO funds its capital projects with federal, state, and local funds.

TranGO assumes local match for federal and state grants to be 20 percent for vehicles purchased for expansion. TranGO has developed a vehicle replacement reserve for vehicles purchased with local funds.

TranGO estimates maximum WSDOT reimbursement for vanpool at \$36,100 per van, with local funds making up the difference.

Table 6 below illustrates the approved and forecasted federal and state grant funding sources.

Table 6 2021-2026 Capital Improvement Program

CAPITAL	2021	2022	2023	2024	2025	2026
Beginning Balance	1,000,877	3,400,877	2,850,877	5,760,877	14,160,877	14,710,877
Revenues (Capital)						
Federal Grants				11,200,000		
State Grants						
Other From Cash	3,000,000		4,000,000		1,000,000	
Revenues (Capital) Total	4,000,877	3,400,877	6,850,877	16,960,877	15,160,877	14,710,877
Capital Obligations						
Cutaway Buses	600,000	400,000	0	0	300,000	600,000
Vanpool Vans (5)	0	150,000	90,000	0	150,000	150,000
Facilities including park and ride and maintenance	0	0	1,000,000	2,800,000	0	0
Capital Obligations Total	600,000	550,000	1,090,000	2,800,000	450,000	750,000
Ending Capital Reserve Balance	3,400,877	2,850,877	5,760,877	14,160,877	14,710,877	13,960,877

Operating Financial Plan

TranGO is a locally funded agency.

Retail sales tax collected in the agency's public transportation benefit area is the agency's primary revenue source. Other funding sources include rider fares, state and federal grant funding, and miscellaneous revenues.

Table 7 below details TranGO's operating financial plan. The plan includes operating changes identified in Table 5 above with growth in baseline costs of 3 percent. The staff have not had cost of living increases due to low inflation over the past several years. Inflation is rising, so a cost of living estimate has been added to operations.

Operation revenue assumptions include:

- No change in the retail sales tax rate is proposed within the planning period.
- COVID-19 has stopped fare collection temporarily. For purposes of the operating financial plan, 2019 revenue has been used.
- Growth in sales tax revenue throughout the planning period. The forecast is 3 percent in all years, based on recent trend data.
- Minimal growth in formula federal and state operating grants (3 and 2 percent annual growth, respectively).

Table 7 Operating and Maintenance Financial Plan

Operating Revenues	2021	2022	2023	2024	2025	2026
Sales Tax	2,651,836	2,731,391	2,813,333	2,897,733	2,984,665	3,074,205
Farebox	0	60,000	60,600	61,206	63,042	64,933
Vanpool	30,000	31,200	31,512	31,827	32,782	33,765
Sales Tax Equalization	318,413	327,965	337,804	347,938	358,377	369,128
Federal Operating Grants	1,157,013	0	0	0	0	0
State Operating Grants						
Other	46,000	46,000	46,000	46,000	46,000	46,001
Transfers	\$-	\$-	\$-	\$-	\$-	\$-
		\$-	\$-	\$-	\$-	\$-
Total Operating Revenues	4,203,262	3,196,556	3,289,249	3,384,704	3,484,866	3,588,032
Annual % Change	1.37%	-23.95%	2.90%	2.90%	2.96%	2.96%

Operating Revenues	2021	2022	2023	2024	2025	2026
Sales Tax	2,651,836	2,731,391	2,813,333	2,897,733	2,984,665	3,074,205
Farebox	0	60,000	60,600	61,206	63,042	64,933
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Sales Tax Equalization	318,413	327,965	337,804	347,938	358,377	369,128
Federal Operating Grants	1,157,013	0	0	0	0	0
State Operating Grants						
Other	46,000	46,000	46,000	46,000	46,000	46,001
Transfers	\$-	\$-	\$-	\$-	\$-	\$-
		\$-	\$-	\$-	\$-	\$-
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Annual % Change	1.37%	-23.95%	2.90%	2.90%	2.96%	2.96%

Operating and Maintenance Expenses	2021	2022	2023	2024	2025	2026
Fixed Route and Vanpool Preservation and Maintenance	\$2,185,706	\$2,404,277	\$2,476,405	\$2,550,697	\$2,627,218	\$2,706,034
Demand Response Preservation and Maintenance	\$375,324	\$375,324	\$386,584	\$398,181	\$410,127	\$422,430
Total Operating Expenses	\$2,561,030	\$2,779,601	\$2,862,989	\$2,948,878	\$3,037,345	\$3,128,465

Cash Flow Analysis

Table 8 below represents TranGO's cash flow analysis for 2021-2026.

Table 8 - Consolidated Statements of Cash Flows

	Year Ended December 31,					
	2021	2022	2023	2024	2025	2026
GENERAL FUND						
Beginning Balance	8,878,433	7,520,665	7,937,621	4,363,881	4,799,708	4,247,228
Revenues (Operating)						
Sales Tax	2,651,836	2,731,391	2,813,333	2,897,733	2,984,665	3,074,205
Farebox	0	60,000	60,600	61,206	63,042	64,933
Vanpool	30,000	31,200	31,512	31,827	32,782	33,765
Sales Tax Equalization	318,413	327,965	337,804	347,938	358,377	369,128
Federal Operating Grants	1,157,013	0	0	0	0	0
State Operating Grants	0	0	0	0	0	0
Other	46,000	46,000	46,000	46,000	46,000	46,001
Transfers	\$-	\$-	\$-	\$-	\$-	\$-
Revenues (Operating) Total	4,203,262	3,196,556	3,289,249	3,384,704	3,484,866	3,588,032

Expenses (Operating) (excludes depreciation)						
Fixed Route and Vanpool Preservation and Maintenance	2,185,706	2,404,277	2,476,405	2,550,697	2,627,218	2,706,034
Demand Response Preservation and Maintenance	375,324	375,324	386,584	398,181	410,127	422,430
Expenses (Operating) Total	2,561,030	2,779,601	2,862,989	2,948,878	3,037,345	3,128,465
Transfers to Capital Reserves	3,000,000		4,000,000		1,000,000	
Ending Cash Balance	7,520,665	7,937,621	4,363,881	4,799,708	4,247,228	4,706,796

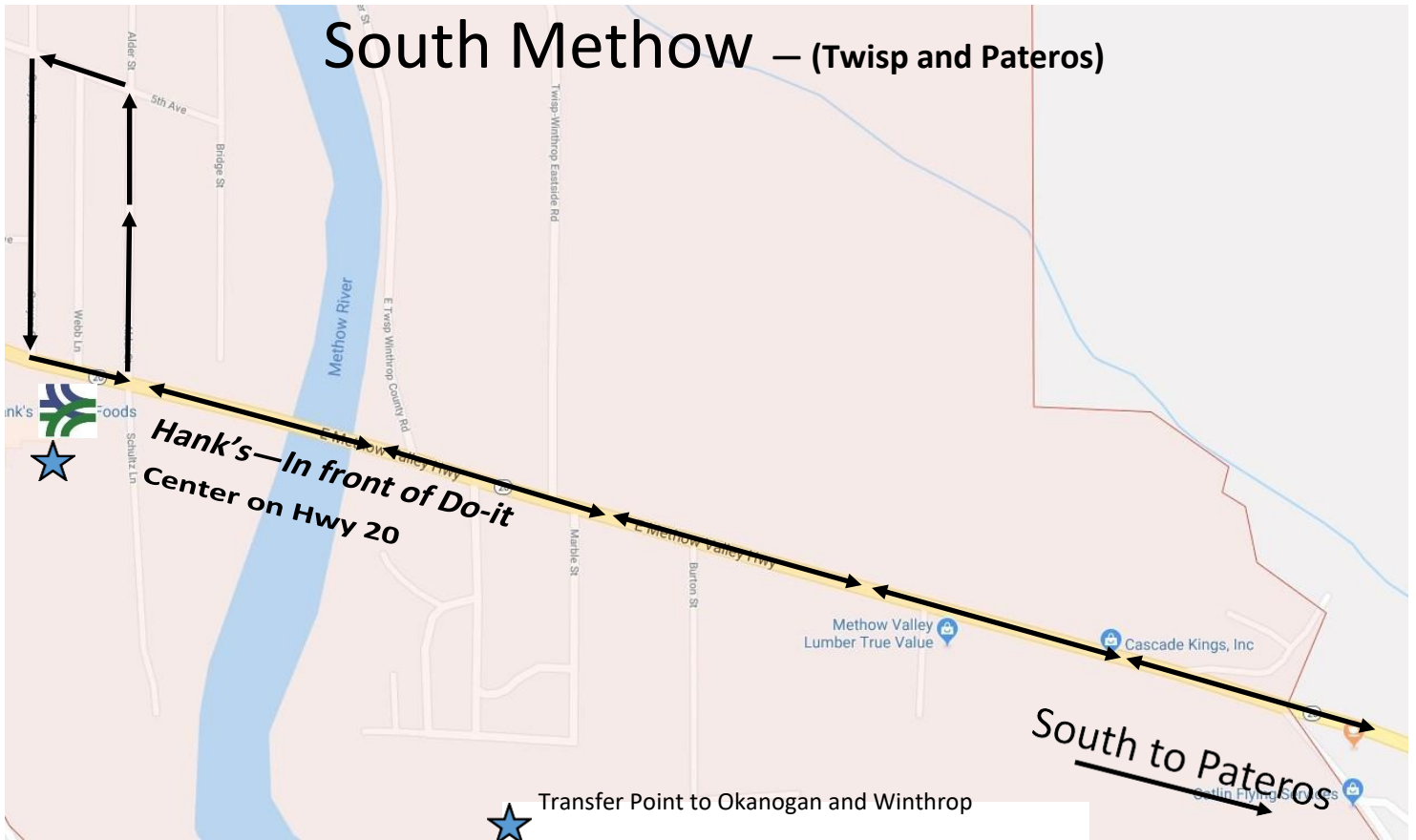
	2021	2022	2023	2024	2025	2026
CAPITAL	2021	2022	2023	2024	2025	2026
Beginning Balance	1,000,877	3,400,877	2,850,877	5,760,877	14,160,877	14,710,877
Revenues (Capital)						
Federal Grants				11,200,000		
State Grants						
Other From Cash	3,000,000		4,000,000		1,000,000	
Revenues (Capital) Total	4,000,877	3,400,877	6,850,877	16,960,877	15,160,877	14,710,877
Capital Obligations						
Cutaway Buses	600,000	400,000	0	0	300,000	600,000
Vanpool Vans (5)	0	150,000	90,000	0	150,000	150,000
Facilities including park and ride and maintenance	0	0	1,000,000	2,800,000	0	0
Capital Obligations Total	600,000	550,000	1,090,000	2,800,000	450,000	750,000
Ending Capital Reserve Balance	3,400,877	2,850,877	5,760,877	14,160,877	14,710,877	13,960,877
TOTAL						

Appendix 1 - Route Maps

North Methow - Twisp



South Methow – (Twisp and Pateros)

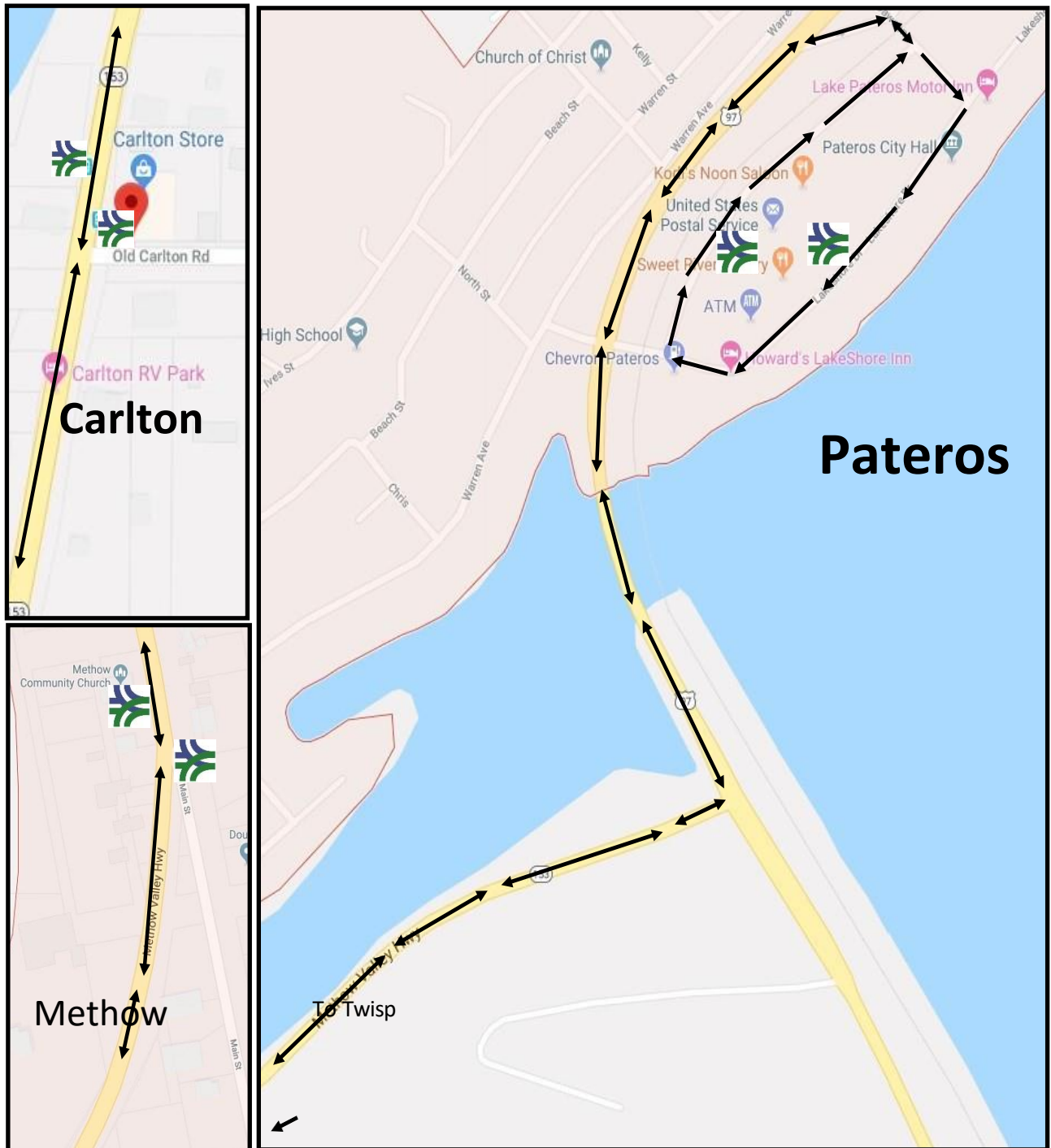


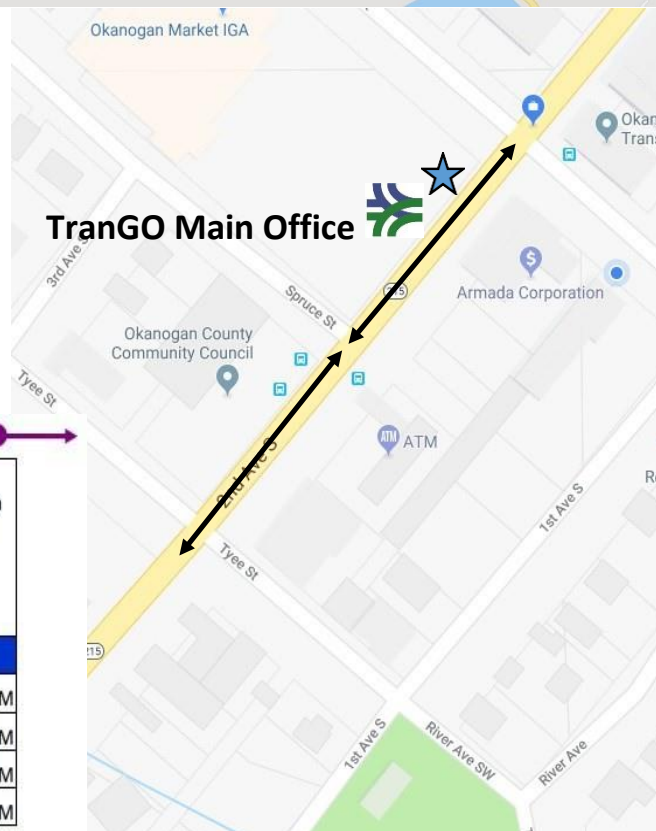
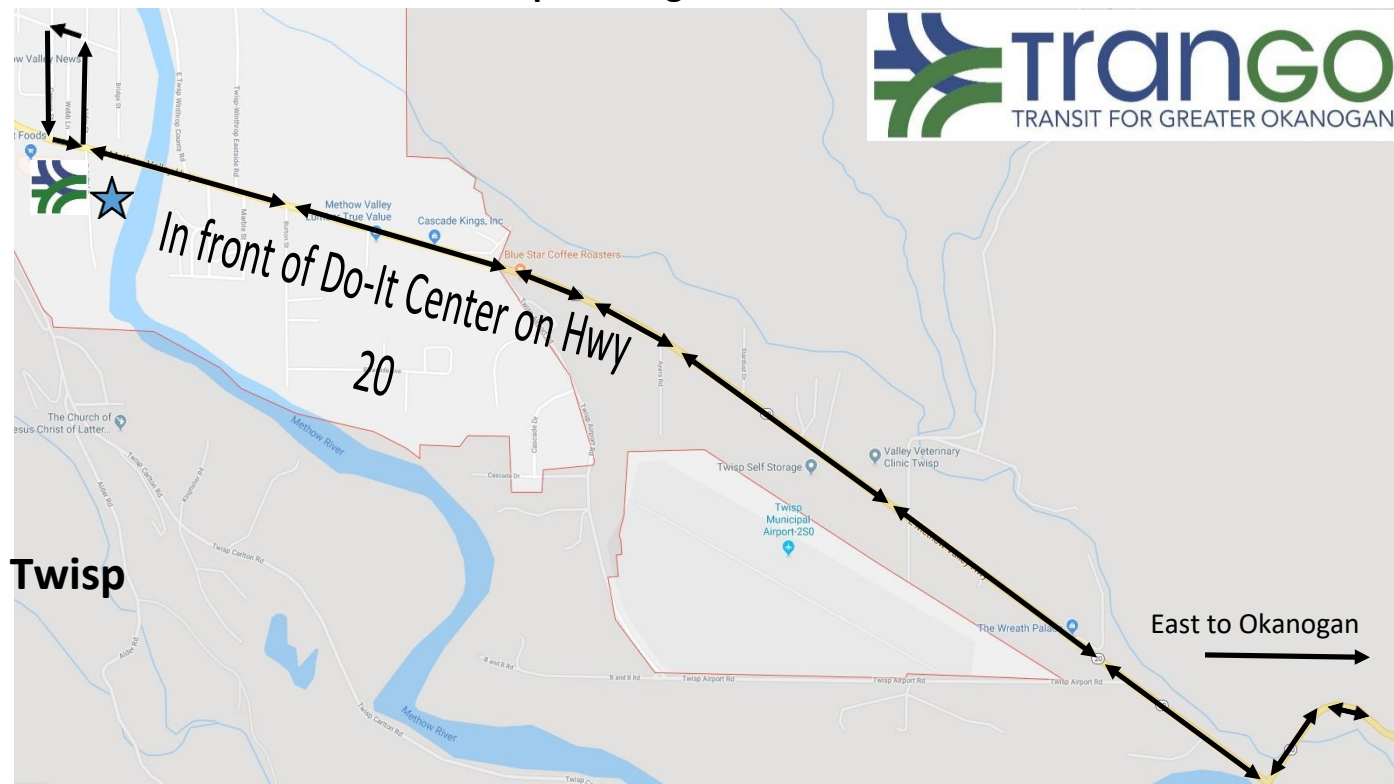
South Methow—Twisp to Pateros



Hank's in Twisp ★	Carlton	Methow	Pateros* (Arrival) ★	Pateros* (Departure) ★	Methow	Carlton	Hank's in Twisp ★
Southbound to Pateros				Northbound to Twisp			
8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM
10:00 AM	10:15 AM	10:30 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM
1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM
3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM

South Methow - Twisp-Carlton-Methow-Pateros





Twisp-Okanogan Connector

Transfer to other TranGO Routes						
Hank's in Twisp 	Pleasant Valley	TranGO Main Office in Okanogan (Arrival) 	TranGO Main Office in Okanogan (Depart) 	Pleasant Valley	Loup Loup Entrance	Hank's in Twisp 
Eastbound to Okanogan			Westbound to Twisp			
8:00 AM	8:30 AM	8:45 AM	9:00 AM	9:10 AM	9:25 AM	9:45 AM
10:00 AM	10:30 AM	10:45 AM	11:00 AM	11:10 AM	11:25 AM	11:45 AM
1:00 PM	1:30 PM	1:45 PM	2:00 PM	2:10 PM	2:25 PM	2:45 PM
3:00 PM	3:30 PM	3:45 PM	4:30 PM	4:40 PM	4:55 PM	5:15 PM

South Okanogan Route—Okanogan to Pateros

★ Transfer to other TranGO routes

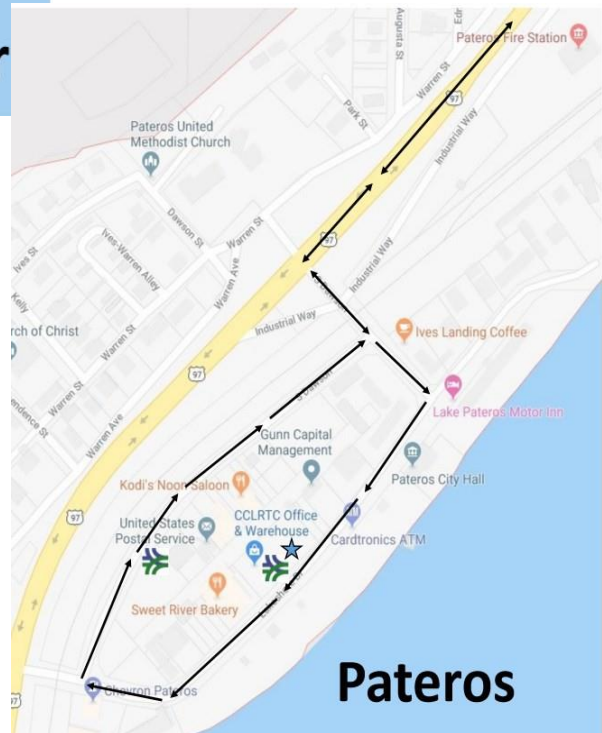
South Okanogan—Okanogan to Pateros (Malott, Brewster)



TranGO Main Office in Okanogan ★	Malott Improvement Club	Brewster Market Place	Pateros Mall * (Arrive) ★	Pateros Mall * (Depart) ★	Brewster Market Place	Malott	TranGO Main Office in Okanogan (Arrive) ★
Southbound				Northbound			
7:00 AM	7:15 AM	7:35 AM	7:45 AM	8:00 AM	8:10 AM	8:30 AM	8:45 AM
9:00 AM	9:15 AM	9:35 AM	9:45 AM	10:00 AM	10:10 AM	10:30 AM	10:45 AM
2:00 PM	2:15 PM	2:35 PM	2:45 PM	3:00 PM	3:10 PM	3:30 PM	3:45 PM
4:30 PM	4:45 PM	5:05 PM	5:15 PM	5:30 PM	5:40 PM	6:00 PM	6:15 PM

*Pateros Mall Parkway on Lake Shore Drive





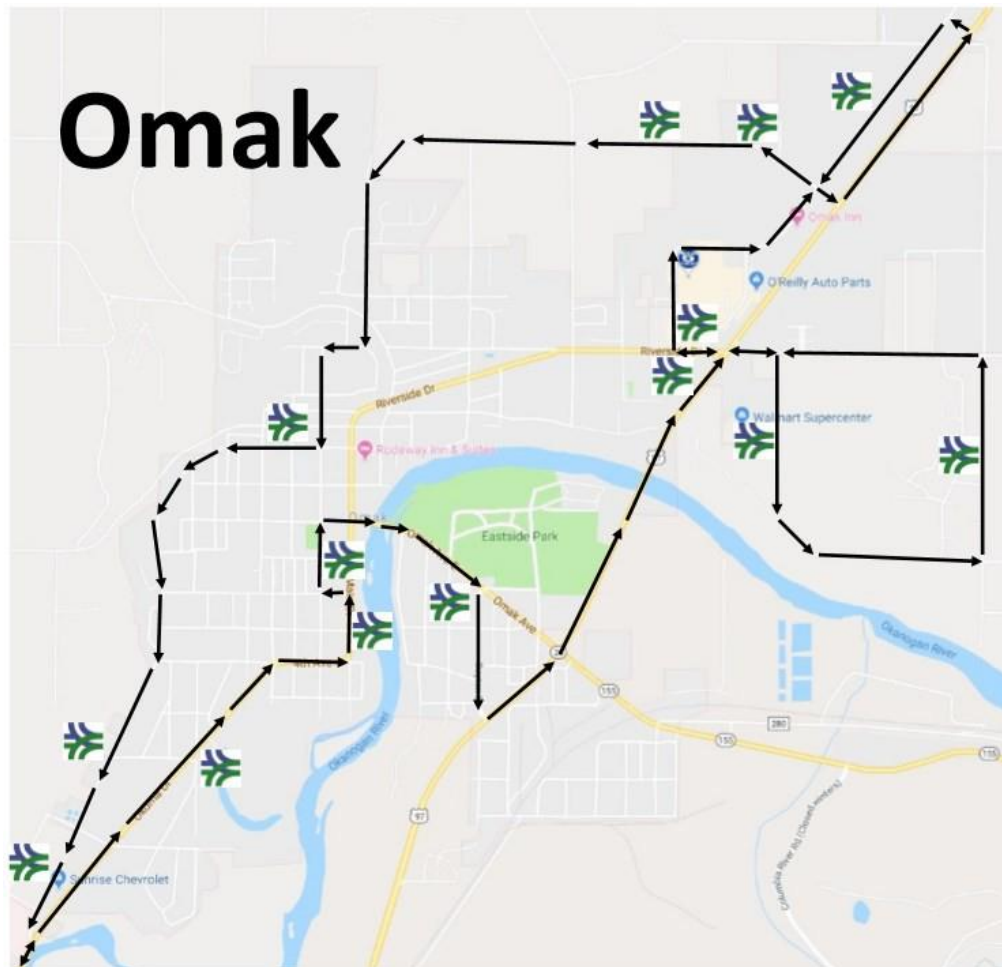
Omak Okanogan Shuttle

Weekday Service: Monday - Friday

TranGO Main Office ★	2nd & Norman	Caso's Family Foods	Sears/Lincare	Omak Library	Omak Visitor Center	Travel Plaza	Walmart/ Home Depot	Sandflat Rd	Quince Street - Back side of Safeway	Shumway & Koala ★	Bartlett & Birch	Mid Valley Hospital	Okanogan PUD	Okanogan County Courthouse	Community Action	Blue Mountain Hotel	Okanogan Pool	TranGO Main Office ★
Okanogan Stops			Omak Stops										Okanogan Stops					
7:05 AM	7:06 AM	7:10 AM	7:14 AM	7:15 AM	7:17 AM	7:21 AM	7:23 AM	7:25 AM	7:27 AM	7:29 AM	7:35 AM	7:38 AM	7:41 AM	7:43 AM	7:46 AM	7:48 AM	7:50 AM	7:52 AM
8:05 AM	8:06 AM	8:10 AM	8:14 AM	8:15 AM	8:17 AM	8:21 AM	8:23 AM	8:25 AM	8:27 AM	8:29 AM	8:35 AM	8:38 AM	8:41 AM	8:43 AM	8:46 AM	8:48 AM	8:50 AM	8:52 AM
9:05 AM	9:06 AM	9:10 AM	9:14 AM	9:15 AM	9:17 AM	9:21 AM	9:23 AM	9:25 AM	9:27 AM	9:29 AM	9:35 AM	9:38 AM	9:41 AM	9:43 AM	9:46 AM	9:48 AM	9:50 AM	9:52 AM
10:05 AM	10:06 AM	10:10 AM	10:14 AM	10:15 AM	10:17 AM	10:21 AM	10:23 AM	10:25 AM	10:27 AM	10:29 AM	10:35 AM	10:38 AM	10:41 AM	10:43 AM	10:46 AM	10:48 AM	10:50 AM	10:52 AM
11:05 AM	11:06 AM	11:10 AM	11:14 AM	11:15 AM	11:17 AM	11:21 AM	11:23 AM	11:25 AM	11:27 AM	11:29 AM	11:35 AM	11:38 AM	11:41 AM	11:43 AM	11:46 AM	11:48 AM	11:50 AM	11:52 AM
11:35 AM	11:36 AM	11:40 AM	11:44 AM	11:45 AM	11:47 AM	11:51 AM	11:53 AM	11:55 AM	11:57 AM	11:59 AM	12:05 PM	12:08 PM	12:11 PM	12:13 PM	12:16 PM	12:18 PM	12:20 PM	12:22 PM
12:05 PM	12:06 PM	12:10 PM	12:14 PM	12:15 PM	12:17 PM	12:21 PM	12:23 PM	12:25 PM	12:27 PM	12:29 PM	12:35 PM	12:38 PM	12:41 PM	12:43 PM	12:46 PM	12:48 PM	12:50 PM	12:52 PM
12:35 PM	12:36 PM	12:40 PM	12:44 PM	12:45 PM	12:47 PM	12:51 PM	12:53 PM	12:55 PM	12:57 PM	12:59 PM	1:05 PM	1:08 PM	1:11 PM	1:13 PM	1:16 PM	1:18 PM	1:20 PM	1:22 PM
1:05 PM	1:06 PM	1:10 PM	1:14 PM	1:15 PM	1:17 PM	1:21 PM	1:23 PM	1:25 PM	1:27 PM	1:29 PM	1:35 PM	1:38 PM	1:41 PM	1:43 PM	1:46 PM	1:48 PM	1:50 PM	1:52 PM
1:35 PM	1:36 PM	1:40 PM	1:44 PM	1:45 PM	1:47 PM	1:51 PM	1:53 PM	1:55 PM	1:57 PM	1:59 PM	2:05 PM	2:08 PM	2:11 PM	2:13 PM	2:16 PM	2:18 PM	2:20 PM	2:22 PM
3:05 PM	3:06 PM	3:10 PM	3:14 PM	3:15 PM	3:17 PM	3:21 PM	3:23 PM	3:25 PM	3:27 PM	3:29 PM	3:35 PM	3:38 PM	3:41 PM	3:43 PM	3:46 PM	3:48 PM	3:50 PM	3:52 PM
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6:05 PM	6:06 PM	6:10 PM	6:14 PM	6:15 PM	6:17 PM	6:21 PM	6:23 PM	6:25 PM	6:27 PM	6:29 PM	6:35 PM	6:38 PM	6:41 PM	6:43 PM	6:46 PM	6:48 PM	6:50 PM	6:52 PM

Saturday & Holiday Service

8:05 AM	8:06 AM	8:10 AM	8:14 AM	8:15 AM	8:17 AM	8:21 AM	8:23 AM	8:25 AM	8:27 AM	8:29 AM	8:35 AM	8:38 AM	8:41 AM	8:43 AM	8:46 AM	8:48 AM	8:50 AM	8:52 AM
9:05 AM	9:06 AM	9:10 AM	9:14 AM	9:15 AM	9:17 AM	9:21 AM	9:23 AM	9:25 AM	9:27 AM	9:29 AM	9:35 AM	9:38 AM	9:41 AM	9:43 AM	9:46 AM	9:48 AM	9:50 AM	9:52 AM
10:05 AM	10:06 AM	10:10 AM	10:14 AM	10:15 AM	10:17 AM	10:21 AM	10:23 AM	10:25 AM	10:27 AM	10:29 AM	10:35 AM	10:38 AM	10:41 AM	10:43 AM	10:46 AM	10:48 AM	10:50 AM	10:52 AM
11:05 AM	11:06 AM	11:10 AM	11:14 AM	11:15 AM	11:17 AM	11:21 AM	11:23 AM	11:25 AM	11:27 AM	11:29 AM	11:35 AM	11:38 AM	11:41 AM	11:43 AM	11:46 AM	11:48 AM	11:50 AM	11:52 AM
1:05 PM	1:06 PM	1:10 PM	1:14 PM	1:15 PM	1:17 PM	1:21 PM	1:23 PM	1:25 PM	1:27 PM	1:29 PM	1:35 PM	1:38 PM	1:41 PM	1:43 PM	1:46 PM	1:48 PM	1:50 PM	1:52 PM
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3:05 PM	3:06 PM	3:10 PM	3:14 PM	3:15 PM	3:17 PM	3:21 PM	3:23 PM	3:25 PM	3:27 PM	3:29 PM	3:35 PM	3:38 PM	3:41 PM	3:43 PM	3:46 PM	3:48 PM	3:50 PM	3:52 PM
4:05 PM	4:06 PM	4:10 PM	4:14 PM	4:15 PM	4:17 PM	4:21 PM	4:23 PM	4:25 PM	4:27 PM	4:29 PM	4:35 PM	4:38 PM	4:41 PM	4:43 PM	4:46 PM	4:48 PM	4:50 PM	4:52 PM
5:05 PM	5:06 PM	5:10 PM	5:14 PM	5:15 PM	5:17 PM	5:21 PM	5:23 PM	5:25 PM	5:27 PM	5:29 PM	5:35 PM	5:38 PM	5:41 PM	5:43 PM	5:46 PM	5:48 PM	5:50 PM	5:52 PM
Okanogan Stops			Omak Stops										Okanogan Stops					

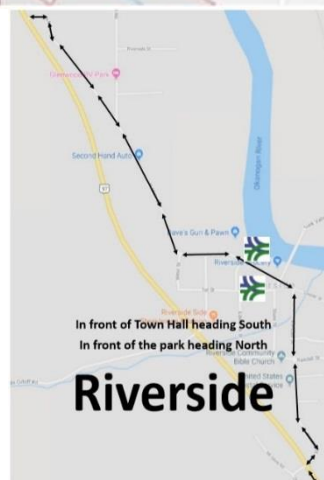
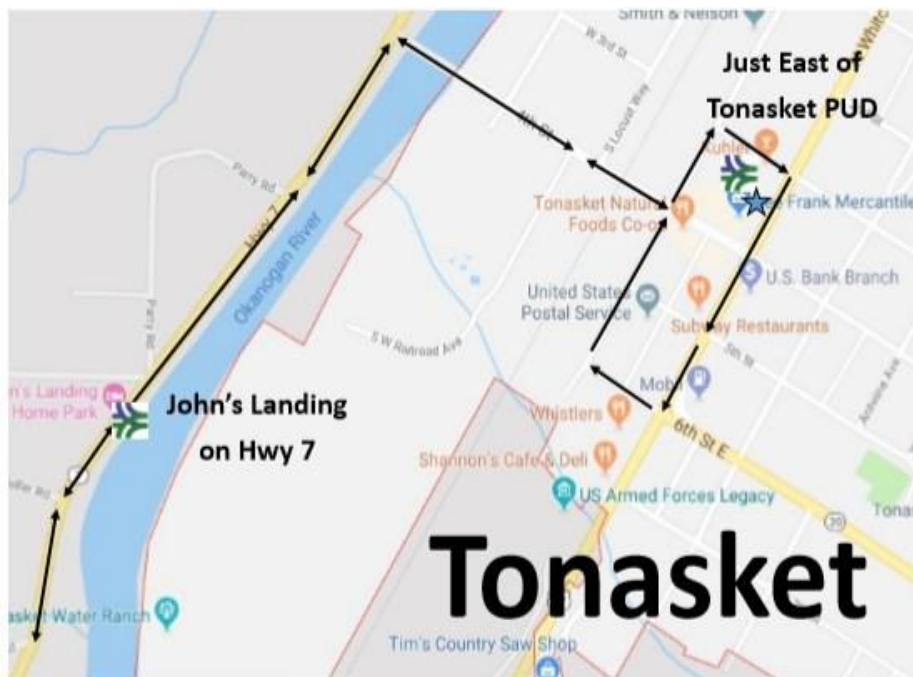


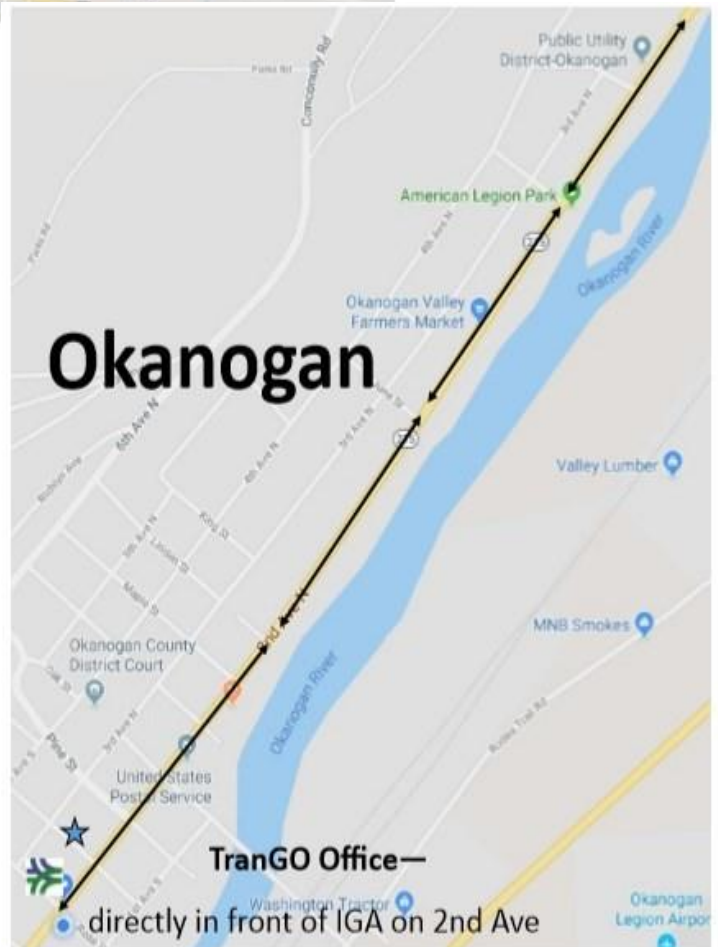
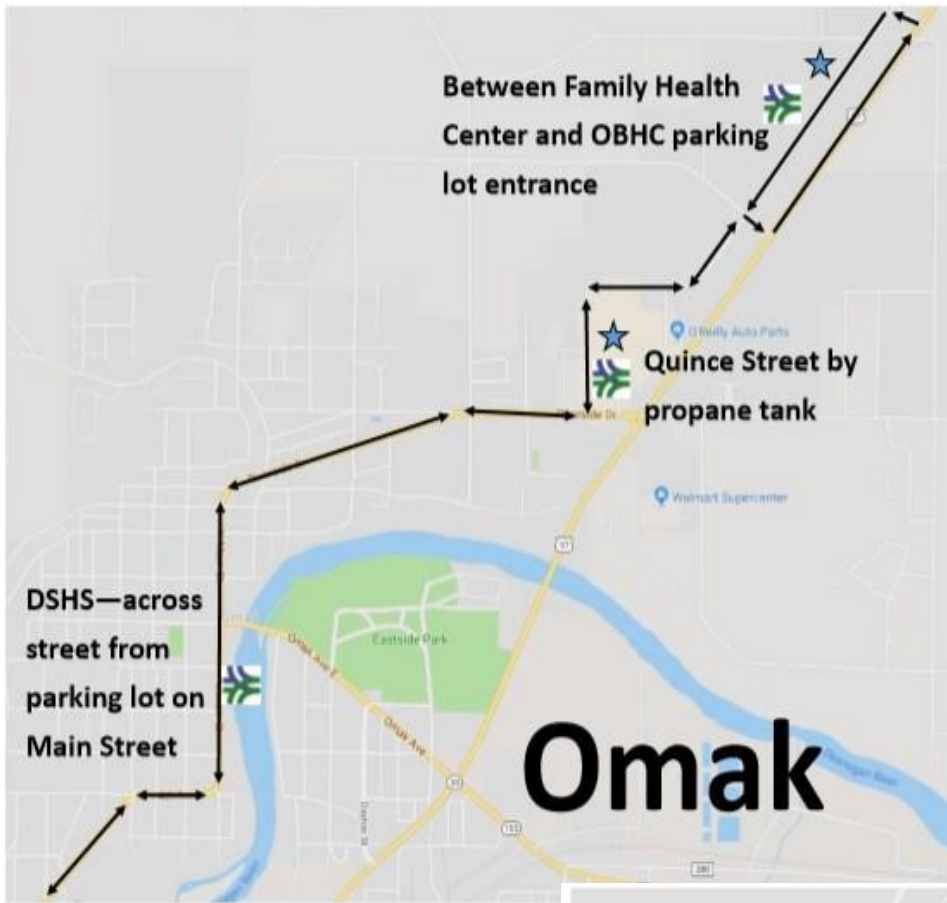


Mid Okanogan – From Tonasket to Okanogan via Crumbacher, Riverside and Downtown Omak

Mid Okanogan—Tonasket to Okanogan

PUD in Tonasket	John's Landing Tonasket	Crumbacher	Riverside	Shumway & Koala in Omak	TranGO Office Okanogan (Arrive)	TranGO Office Okanogan (Depart)	Shumway & Koala in Omak	Riverside	Crumbacher	John's Landing Tonasket	PUD in Tonasket
★				★	★	★	★				★
Southbound to Okanogan						Northbound to Tonasket					
8:00 AM	8:04 AM	8:15 AM	8:25 AM	8:35 AM	8:45 AM	9:00 AM	9:10 AM	9:19 AM	9:30 AM	9:42 AM	9:45 AM
10:00 AM	10:04 AM	10:15 AM	10:25 AM	10:35 AM	10:45 AM	11:00 AM	11:10 AM	11:19 AM	11:30 AM	11:42 AM	11:45 AM
1:00 PM	1:04 PM	1:15 PM	1:25 PM	1:35 PM	1:45 PM	2:00 PM	2:10 PM	2:19 PM	2:30 PM	2:42 PM	2:45 PM
3:00 PM	3:04 PM	3:15 PM	3:25 PM	3:35 PM	3:45 PM	4:30 PM	4:40 PM	4:49 PM	5:00 PM	5:12 PM	5:15 PM





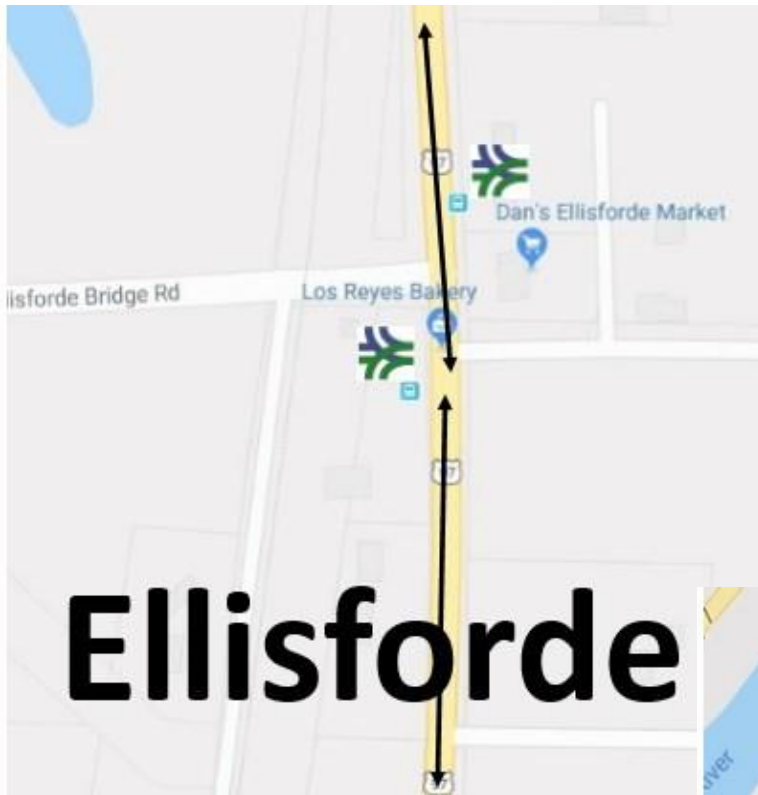
North Okanogan – Oroville to Tonasket

★ Transfer to Tonasket Okanogan Route

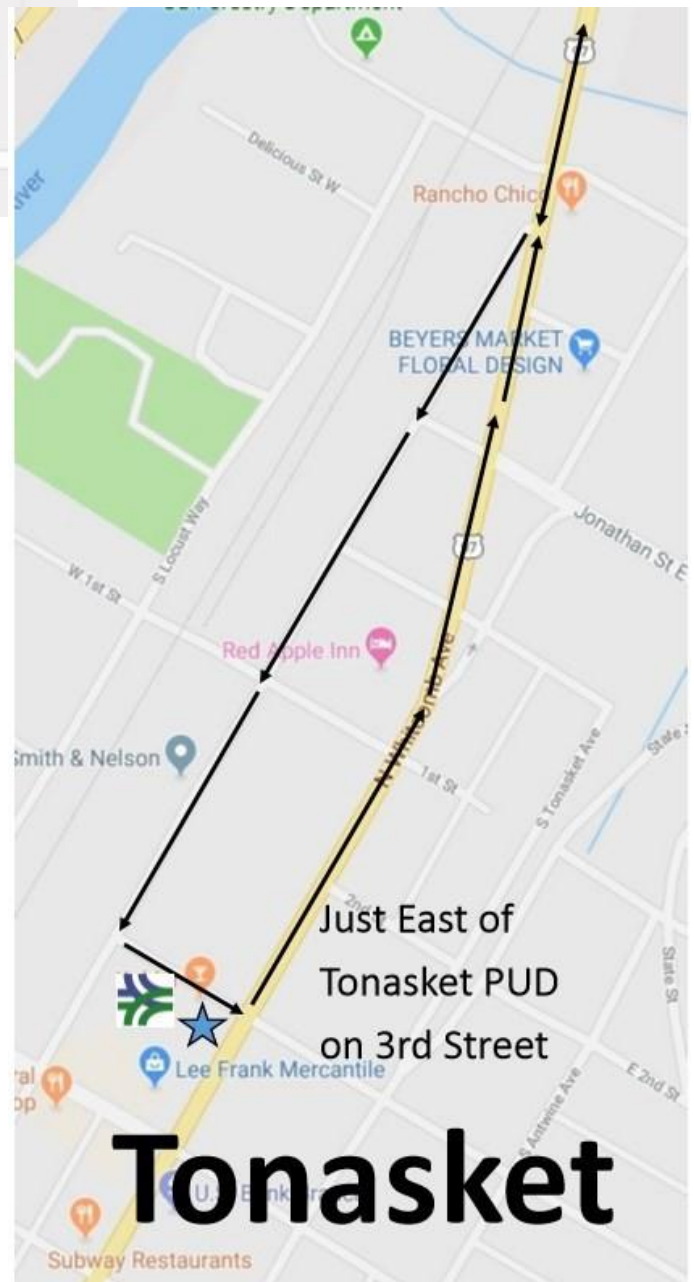
North Okanogan—Oroville to Tonasket

Chevron Oroville	Harvest Shelter Oroville	Prince's Center Oroville	Chevron Oroville	O'Neil Rd + Swanson Mill Rd Oroville	Signe Ellisforde	★ PUD in Tonasket (Arrive)	★ PUD in Tonasket (Depart)	Dan's Market Ellisforde	O'Neil Rd and Swanson Mill Rd Oroville	Chevron Oroville	Prince's Center Oroville
Southbound to Tonasket							Northbound				
7:15 AM	7:18 AM	7:25 AM	7:27 AM	7:38 AM	7:48 AM	7:55 AM	8:15 AM	8:25 AM	8:35 AM	8:44 AM	8:45 AM
9:15 AM	9:18 AM	9:25 AM	9:27 AM	9:38 AM	9:48 AM	9:55 AM	10:15 AM	10:25 AM	10:35 AM	10:44 AM	10:45 AM
12:15 PM	12:18 PM	12:25 PM	12:27 PM	12:38 PM	12:48 PM	12:55 PM	1:15 PM	1:25 PM	1:35 PM	1:44 PM	1:45 PM
2:15 PM	2:18 PM	2:25 PM	2:27 PM	2:38 PM	2:48 PM	2:55 PM	3:15 PM	3:25 PM	3:35 PM	3:44 PM	3:45 PM
4:15 PM	4:18 PM	4:25 PM	4:27 PM	4:38 PM	4:48 PM	4:55 PM	5:15 PM	5:25 PM	5:35 PM	5:44 PM	5:45 PM
Harvest Shelter Oroville											5:50 PM





Ellisforde



Just East of
Tonasket PUD
on 3rd Street

Tonasket

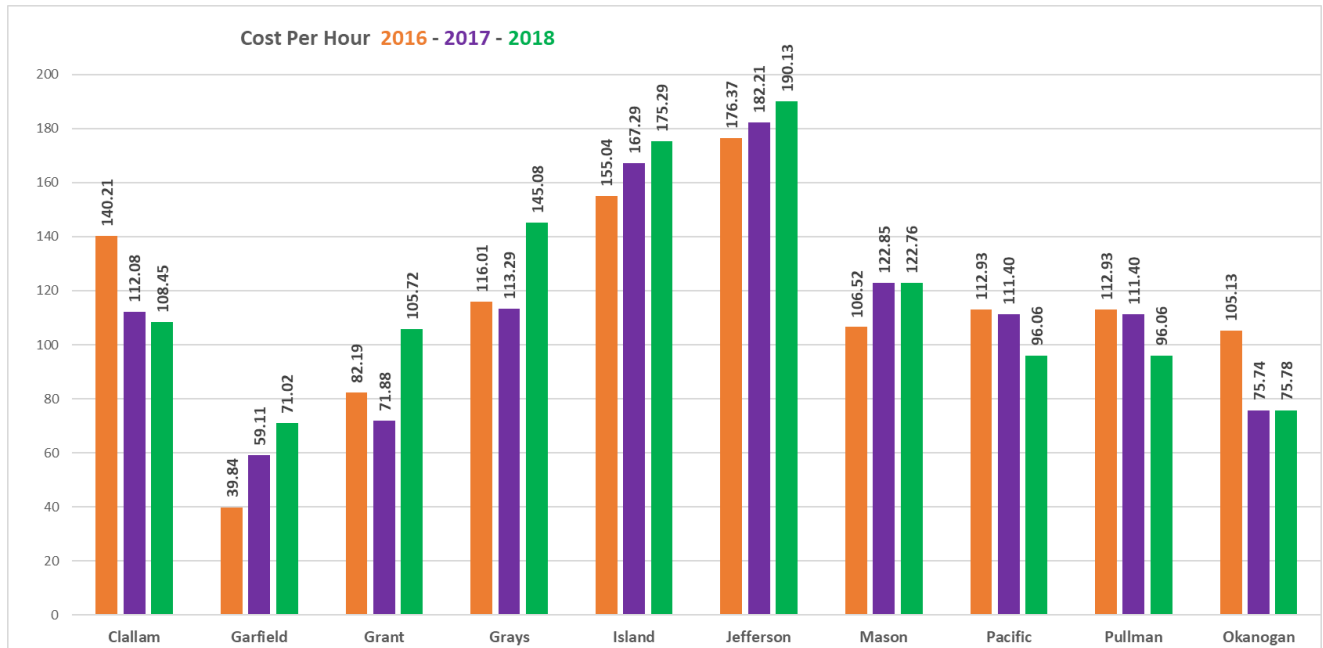
Appendix 2 – Efficiency Measures

Comparison of TranGO with other rural transits in Washington State

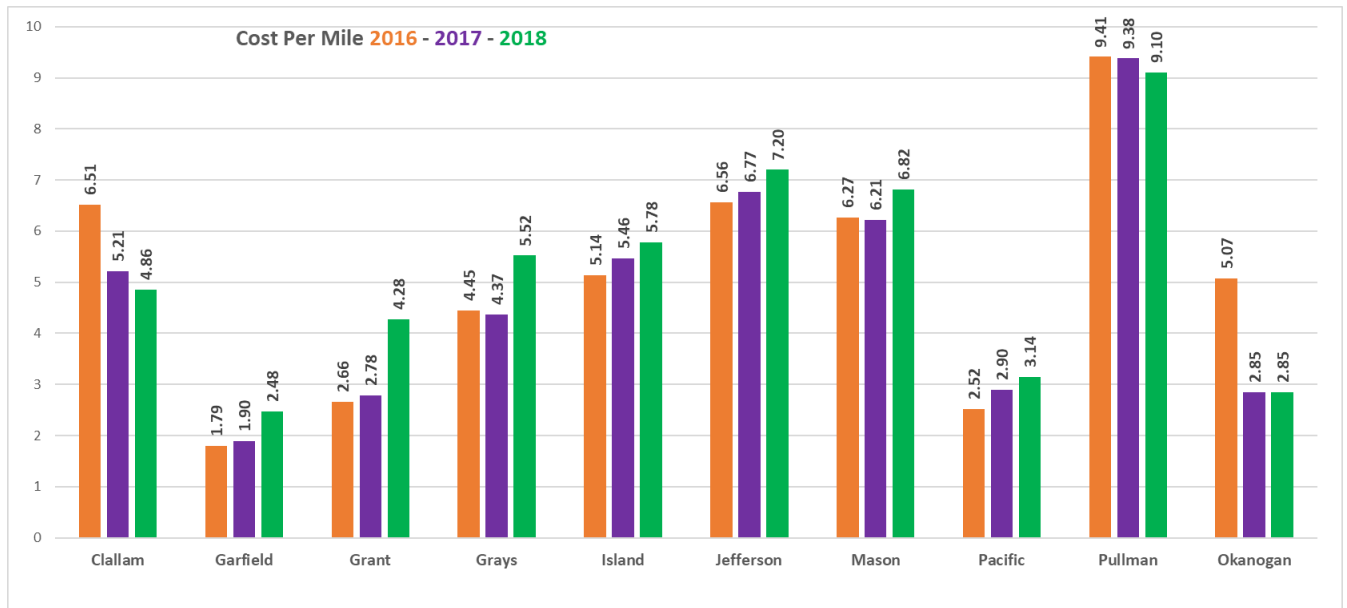
Cost effectiveness of rural transit is typically measured utilizing three metrics; cost per hour, cost per mile and cost per trip. Rural transit and community transportation providers receiving FTA 5311 operating funds are required to report financial and service data to the National Transit Database. In addition, the Washington State Legislature requires transits to report data to the Washington State Department of Transportation for the Summary of Public Transportation annually.

The most recent published version of the Summary of Public Transportation reports data through 2018. In order to analyze TranGO's costs, transits in rural Washington State were selected for comparison. The following graphs show the relative costs between 2016 and 2018. (These service numbers reflect fixed route or deviated fixed routes as reported by the other transit agencies. For TranGO, the numbers are reported for both directly operated and contracted deviated fixed route service.) TranGO began providing service in July of 2015, with only one fixed route, the Omak-Okanogan Shuttle. In July of 2016, TranGO expanded service adding four directly operated and two contracted fixed route services. Service in 2016, therefore, only represents six months of service. The first full year of operations was 2017. There are significant differences in population and rider characteristics between the transits represented. For example, Pullman Transit serves a significant student population at WSU. Those students are housed on a campus with relatively high population density compared to Okanogan County.

Cost Per Hour



Cost Per Mile



Cost Per Trip

